VEIRS MILL ROAD (MD 586) IS ASSUMED TO RUN IN THE EAST/WEST DIRECTION.

CONSTRUCTION DETAILS

- (A) INSTALL 5 FT BREAKAWAY PEDESTAL POLE WITH AUDIBLE PUSHBUTTON STATION AND SIGN (NOTE: 1-3 IN. PVC CONDUIT BEND).
- (B) INSTALL 10 FT BREAKAWAY PEDESTAL POLE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PUSHBUTTON STATION AND SIGN (NOTE: 1-3 IN. PVC CONDUIT BEND).
- (C) INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD ON EXISTING POLE.
- (D) USE EXISTING ELECTRICAL HANDHOLE.
- (E) USE EXISTING CONDUIT.
- (F) INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- (G) INSTALL 4 IN. CONCRETE SIDEWALK WITH SIDEWALK RAMP (SHA STANDARD NO. MD 655.11) WITH DETECTABLE WARNING SURFACE (SHA STANDARD NO. MD 655.40) AND DEPRESSED CURB AND GUTTER (SHA STANDARD NO. MD 620.03).
- (H) INSTALL 4 IN. CONCRETE SIDEWALK WITH SIDEWALK RAMP (SHA STANDARD NO. MD 655.12) WITH DETECTABLE WARNING SURFACE (SHA STANDARD NO. MD 655.40) AND DEPRESSED CURB AND GUTTER (SHA STANDARD NO. MD 620.03).
- (J) USE EXISTING BASE MOUNTED CONTROLLER CABINET.
- (K) INSTALL ELECTRICAL HANDHOLE.
- (L) REMOVE EXISTING PAVEMENT MARKING.
- (M) INSTALL 24IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.
- (N) INSTALL 12IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.
- (P) INSTALL WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW.
- (Q) REMOVE EXISTING PEDESTRIAN PUSHBUTTONS, SIGNAL HEADS, SIGNS AND RELATED ATTACHMENTS.
- (R) ABANDON EXISTING CONDUIT.
- (S) INSTALL VIDEO DETECTION AS SHOWN.
- (T) REMOVE EXISTING SIGNS AS SHOWN.
- (U) INSTALL SIGNS AS SHOWN.
- (V) REMOVE EXISTING MEDIAN AS SHOWN.
- (W) INSTALL NEW 4 IN. CONCRETE MEDIAN. NEW CONCRETE SHALL BE FLUSH WITH ROADWAY PAVEMENT.
- (X) INSTALL 5IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.
- (Y) INSTALL 5IN. DOUBLE YELLOW HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.
- (Z) INSTALL NEW L.E.D. SIGNAL HEAD AS SHOWN.
- (AA) REMOVE EXISTING SIGNAL HEAD.

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

33 GAYNOR ROAD — 34 GAYNOR ROAD — 35 VEIRS MILL ROAD — 36 VEIRS MILL ROAD — 37 PARKLAND DRIVE — 38 PARKLAND DRIVE

PROPOSED SIGNS

43 — R3 - 4, 24" x 24"

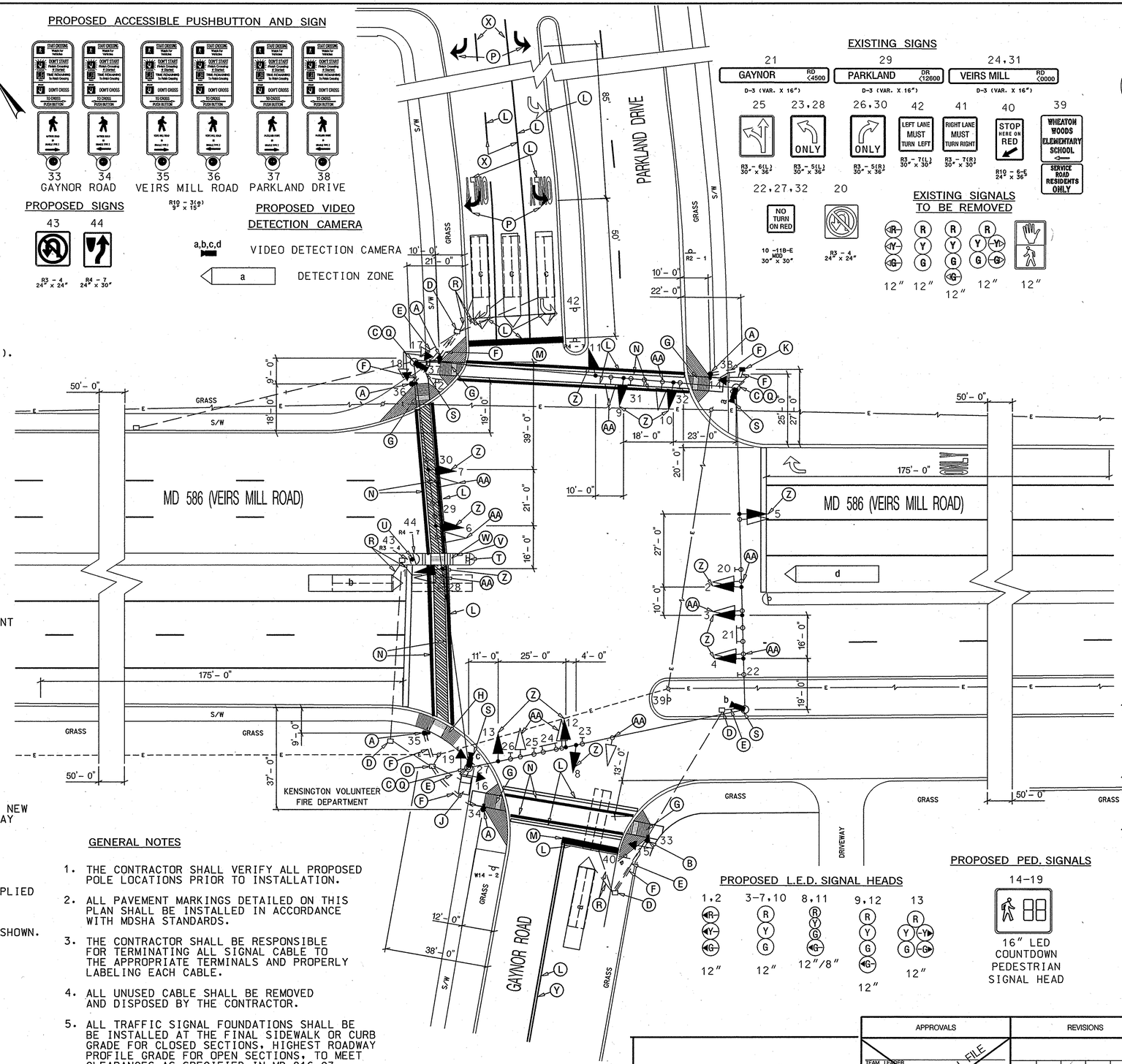
44 — R4 - 7, 24" x 30"

R10 - 3(a), 9" x 15"

PROPOSED VIDEO DETECTION CAMERA

a,b,c,d — VIDEO DETECTION CAMERA

a — DETECTION ZONE



EXISTING SIGNS

21 — GAYNOR RD <4500 — D-3 (VAR. X 16")

29 — PARKLAND DR <12600 — D-3 (VAR. X 16")

24,31 — VEIRS MILL RD <0000 — D-3 (VAR. X 16")

25 — R3 - 6(L), 30" x 36"

23,28 — ONLY — R3 - 5(L), 30" x 36"

26,30 — ONLY — R3 - 5(R), 30" x 36"

42 — LEFT LANE MUST TURN LEFT — R3 - 7(L), 30" x 30"

41 — RIGHT LANE MUST TURN RIGHT — R3 - 7(R), 30" x 30"

40 — STOP HERE ON RED — R10 - 6, 24" x 36"

39 — WHEATON WOODS ELEMENTARY SCHOOL / SERVICE ROAD RESIDENTS ONLY

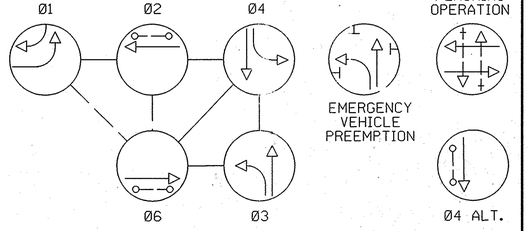
22,27,32 — NO TURN ON RED — 10 -118-E MOD, 30" x 30"

20 — R3 - 4, 24" x 24"

EXISTING SIGNALS TO BE REMOVED

12" 12" 12" 12" 12"

NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
2. ALL PAVEMENT MARKINGS DETAILED ON THIS PLAN SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
4. ALL UNUSED CABLE SHALL BE REMOVED AND DISPOSED BY THE CONTRACTOR.
5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.04, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

GENERAL NOTES CONT'D

6. UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
7. ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHZER TO COORDINATE AT 410-787-7682.
8. PLEASE CONTACT MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION TRAFFIC MANAGEMENT CENTER AT 240-777-2100 (72) HOURS PRIOR TO MARKING UNDERGROUND SIGNAL EQUIPMENT.
9. POLES ARE TO BE LOCATED SO THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" X 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
10. IF THE LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST BE CHANGED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER TO OBTAIN APPROVAL FOR THE NEW LOCATION TO ENSURE MUTCD SECTION 4E.09 & FIG. 4E-2 REQUIREMENTS ARE MET. ALL WORK MUST BE HALTED UNTIL THE PROJECT ENGINEER HAS OBTAINED AN APPROVED LOCATION OR IF NECESSARY A DESIGN WAIVER IS OBTAINED.
11. THE CONTRACTOR SHALL ENSURE THAT MOUNTING OF THE NEW SIGNAL HEADS DOES NOT BLOCK DRIVERS' VIEW OF THE EXISTING SIGNAL HEADS. SHOULD A CONFLICT BE PERCIEVED, NIGHT MOUNTING AND SWITCH OVER TO THE NEW SIGNALS SHALL BE CONDUCTED.
12. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 INCHES.
13. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

PROPOSED L.E.D. SIGNAL HEADS

1,2 — 12" — 3-7,10 — 12" — 8,11 — 12"/8" — 9,12 — 12" — 13 — 12"

PROPOSED PED. SIGNALS

14-19 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

TOD NO:AT925-25
SHA NO: MO281A5D/B5D
MD 586 @ PARKLAND DRIVE

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC

BY: fanuszewski

Edwards AND Kelcey
5523 Research Park Drive
Suite 110
Baltimore, Maryland 21228
410-747-3420

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF — APPROVAL ON FILE
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS
A 5/23/07: NEW L.E.D. SIGNALS, VIDEO DETECTION AND APS SHA CONTRACT NO. AT9255185
HD | WNH

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 586 (VEIRS MILL ROAD) AT PARKLAND DRIVE/GAYNOR ROAD
INSTALLATION OF APS & VIDEO DETECTION

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE 08-25-1962 CONTRACT NO.

DESIGNED BY G.S.D. — COUNTY MONTGOMERY
DRAWN BY T.E.L. — LOGMILE 15058602.85
CHECKED BY J.C.R. — TIMS NO. 1154
F.A.P. NO. — TOD NO.

TS NO. 2708 | DRAWING TS-1 OF 1 | SHEET NO. 1 OF 2

PLOTTED: Friday, September 07, 2007 at 7:58:10 AM
FILE: pSG-P001_MD586atParklandDrandGaynorRd.dgn